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Marshall Saltzman, of the City of Detroit Community and Economic Development Department, affirms that this document is a true copy of the Second Modified Development Plan for the West Side Industrial Project #2, Mich R-97, Adopted by Ordinance 636-G, effective on December 23, 1971.

Michael W. Kernen

~~James H. Bradley~~, City Clerk

Deputy 11-14-74

MICHAEL W. KERNEN
DEPUTY CITY CLERK

Marshall Saltzman
Marshall Saltzman

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SECOND MODIFIED DEVELOPMENT PLAN*

WEST SIDE INDUSTRIAL REHABILITATION PROJECT #2

(MICH. R-97)

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BERNARD J. YOUNGBLOOD, Register of Deeds
WAYNE COUNTY, MICHIGAN 48226

Prepared by the
DETROIT CITY PLAN COMMISSION
for the
DETROIT HOUSING COMMISSION

* The terminology used herein complies with Act 344 of the Public Acts of 1945 of the State of Michigan, as amended.

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1. Boundaries of Urban Renewal Area

a. The boundaries of the project area are described as follows:

Beginning at a point at the southwest corner of Lafayette Boulevard, 80 feet wide, and Sixteenth Street, 60 feet wide, thence northerly along the west right-of-way line of Sixteenth Street to a point in the north right-of-way line of Bagley Avenue, 60 feet wide, thence easterly 340 feet, more or less, to the northerly line of existing bridge, thence northeasterly 250 feet, more or less, along the northerly line of said bridge to a point in the easterly line of Fifteenth Street, thence southeasterly 180 feet, more or less, along the easterly line of Fifteenth Street to a point in the north right-of-way line of Bagley Avenue, thence easterly along the north right-of-way line of Bagley Avenue to the centerline of Twelfth Street, 54.8 feet wide thence south along the centerline of Twelfth Street to the Centerline of Howard Street, 60 feet wide, thence easterly along the centerline of Howard Street to the centerline of Tenth Street 50 feet wide, thence southerly along the centerline of Tenth Street to a point in a line 10 feet north of the south right-of-way line of the alley first south of Howard Street, 30 feet wide, thence along said line easterly to a point said point being 75 feet easterly of the east line of Brooklyn Avenue (50 feet wide) and the centerline of the 20 foot public alley, first south of Howard Street, thence northerly on a line 100 feet easterly and parallel to the centerline of Brooklyn, to the north line of Howard Street (60 feet wide) thence westerly along said north line 100 feet to the centerline of vacated (to an easement) Brooklyn Avenue, thence northerly along said easement centerline to the intersection of the extension of the north line of the vacated alley (to an easement) first north of Howard Street, thence easterly along said north easement line to a point 12 feet west of the west line of Sixth Street, (50 feet wide), thence southerly along a line 12 feet west of and parallel to the west line of last mentioned street to the north line of Howard Street, thence easterly along said line to the west line of Sixth Street thence southerly along said line to the centerline of the east-west public alley 20 feet wide, first north of Lafayette Boulevard West, 80 feet wide, thence easterly along said alley centerline extended to the centerline of Sixth Street, 50 feet wide, thence southerly along the centerline of Sixth Street to the south right-of-way line of Lafayette Boulevard, thence westerly along the south right-of-way line of Lafayette Boulevard to the west right-of-way line of Sixteenth Street, the point of beginning.

b. The project boundary is shown on Map R-213 (B-I) Second Modified Project Boundary Map.

2. Urban Renewal Plan Objectives

The urban renewal plan objectives for the project area are as follows:

- (a) The removal of 208 structurally substandard and 5 obsolete buildings will help eliminate the widespread blight that characterizes the area.
- (b) The elimination of obsolete platting, diverse ownership and the blighting influence of residential uses will provide for a good industrial and commercial development in accordance with the Detroit Master Plan.
- (c) The elimination of unnecessary streets and railroad bridges will provide larger, adequate sites for good non-residential development with no undue interference from through traffic.
- (d) The elimination of dangerous intersections and obsolete bridges will promote increased safety for vehicular and pedestrian traffic.
- (e) The project area will be developed with larger sites, many with rail access, so that industrial and commercial land uses can be accommodated in the project area.

- (f) The provision for a functional, attractive and unified landscaped area along Lafayette Boulevard will attract the high type of industry and commerce that will be compatible with a downtown location.
- (g) The proposed development will be aimed at stimulating economic development and improving the tax base.
- (h) The environment of the proposed development will be attractive and conducive to the establishment of modern, efficient industrial operation and will protect surrounding areas from adverse factors.

3. Type of Proposed Renewal Action

- a. In order to eliminate blight, the project area will be cleared, except for exempted parcels identified on Map R-213 (B-1b), and redeveloped under provisions of this Second Modified Development Plan. The new development will provide sites for new industrial facilities that will be efficient, economically sound and will meet contemporary production standards. In addition, land will be made available to exempted industries for expansion and parking in order to allow updating to project and community standards for industrial facilities. No conversion will be undertaken, except for the exempted structures as detailed in Code R-222.
- b. Public Improvements to be Provided:
 - (1) Streets: New streets will be constructed and some existing streets widened to provide adequate traffic capacity for project industrial needs and to create suitable approaches to the project. Roadway, sidewalk pavement and curbs will be removed in streets to be vacated.
 - (2) Bridges: Bridges crossing railroads will be rebuilt to provide adequate capacity for project streets to be served, to meet the safety requirements of current traffic and construction needs and to help create an attractive environment. Bridges to be abandoned will be removed and retaining walls will be rebuilt in accordance with city standards for safety and aesthetic considerations.
 - (3) Utilities: Existing utility lines will be retained where they are located in accordance with the Second Modified Development Plan. Local service lines will be abandoned where no longer needed. New underground lines of adequate capacity will be provided where needed. New and retained utility equipment will be designed and located so as to properly serve the needs of uses in the project and so as to contribute to a more attractive development.
 - (4) Street Trees: Trees will be planted along existing and proposed streets in accordance with the city-wide standard for street tree planting so as to enhance the area and provide a measure of visual unity.
- c. The City of Detroit will follow policies to insure that the design and construction of all public and private developments in the project contribute to these objectives and the Design and Development Objectives.

1. Land Use Map

Map R-213 (C-1), the Second Modified Land Use and Development Plan, generally shows the location of street rights-of-way, utility easements, public uses and other land uses.

2. Land Use Provisions and Building Requirementsa. Uses to be Permitted, as designated on Map R-213 (C-1), Second Modified Land Use and Development Plan.(1) Industrial

Industries which will not adversely affect other uses in the project or surrounding areas through the creation of excessive noise, vibration, fumes, odors or traffic including the following:

Manufacturing and processing

Warehousing

Truck terminals

Truck and auto services

Parking

(2) Commercial

Commercial uses which will provide a necessary service to industrial uses located in the vicinity including the following:

Offices

Retail merchandise stores

Restaurants

Banks

Personal service shops

Medical or dental clinics

Parking

b. Additional Controls: Development and Design Objectives

The West Side Industrial Project No. 2 is located in an area that is served by the entire Detroit freeway system. It has internal rail access, is immediately north of the Detroit River and convenient to the Central Business District. Because of these locational advantages, this area is a prime location for new industrial development. In order to attain the maximum benefits to the project area and the community, the area must be developed with substantial businesses willing to make sound investments with a view to achieving long term values.

The following objectives, applicable to the entire project area, will insure maximum benefit to each individual developer, to the project and to the community:

Economic

- (a) Industries locating in the project should provide employment to the greatest number of people, consistent with permitted uses and permitted intensity of development.
- (b) Industries and commercial users should develop the parcel with facilities that will provide the City with a high tax return, consistent with the type of activity.
- (c) The project should be developed with industries that will diversify the industrial base of the city.
- (d) The developer should provide benefits to the downtown area of the city and, in turn, derive the maximum benefit possible from this location.
- (e) Land will be made available to existing industries for expansion, off-street loading and parking provisions, to straighten or adjust property lines and to minimize severance damages.

Circulation: Because of the projects' inner city location, streets in the vicinity must accommodate both local and through traffic. The following objectives are geared to this requirement:

- (a) The street pattern will be designed to provide convenient access between property in the project and thoroughfares, the freeway system, the Central Business District and the Ambassador Bridge.
- (b) Through traffic, having no specific business in the project, will be diverted on peripheral streets so as to minimize interference with the functioning of uses in the project.
- (c) Grade separation of rail and street traffic will be maintained.
- (d) Access to off-street parking and loading areas will be from local streets (rather than from thoroughfares) wherever possible to provide safe access to parking and loading areas and in order to permit uninterrupted through traffic movement.
- (e) All parking and loading will be off of the street right-of-way, such areas to be paved with a permanent, water repellant, dustless surface. They will be screened from the street by proper orientation and through the use of low walls or plant materials.

Off-street parking for manufacturing, processing and similar uses will be provided in a ratio of at least one parking space for each 550 square feet of gross floor area. For warehousing and similar uses at least one off-street parking space for each 1,700 square feet of gross floor area will be provided. For commercial uses parking will be provided in a ratio of at least one parking space for every 300 square feet of gross floor area.

Utilities: Sufficient utility services necessary for proper functioning of an industrial area will be provided through the following objectives:

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- (a) All necessary utility services of adequate size will be provided in locations accessible from all parcels.
- (b) Easements for subsurface utilities shall be maintained at locations shown on the Second Modified Land Use and Development Plan. No structures may be erected or trees planted within these easements without permission of the Common Council of the City of Detroit.

Environment: A highly functional and attractive environment is essential if the area is to provide substantial, long term benefits to the City and to the redevelopers. Because of the tendency of industrial districts to be disorganized, strong efforts will be made to create unity throughout the development of the project. The attainment of this will be assured through the following objectives:

- (a) Visual unity will be created by establishing building setback lines and by minimizing interruptions between buildings through the provision for parking, loading and expansion space at locations other than between buildings.
- (b) Project improvements, including streets and sidewalks, street furniture, lighting, signs and landscaping should conform to standards of good design, and should be coordinated to facilitate redevelopment, and achieve a high standard of integrated design throughout the development. All land not used for buildings and drives shall be landscaped to provide a pleasing appearance through the use of plant materials used in combination with paved walks, benches, planting boxes, sculpture, pools or similar features.
- (c) All storage of materials shall take place enclosed within buildings; or, if outdoor storage is provided, it must be screened by an opaque wall at least 8 feet in height. Outdoor fabrication or conversion shall be permitted. No outdoor storage will be permitted within the setback area.
- (d) All utility equipment will be located underground or in buildings except for above ground equipment associated with underground utilities.
- (e) In order to provide for flexibility in the development and design of each parcel a maximum coverage of land, exclusive of required setback lines, shall be permitted.
- (f) All buildings and accessory structures shall be less than 80 feet high.
- (g) The exterior design of buildings should include consideration of established design principles, including consideration of principles which will create:

Buildings whose character, as expressed through design and use of material, is appropriate for an industrial or commercial use;

Buildings whose scale is compatible with nearby buildings;

Buildings whose facades are unified in design, materials and colors;

Buildings whose facade elements are of proper proportions.

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Use: The development of the project is planned as a part of the larger area in which it is contained. In general, the project is intended to complement the West Side Industrial Project (U.R. Mich. 1-4) by creating sites for larger industries and by providing sites that have direct rail access.

- (a) Maximum use of rail access will be afforded in the subdivision of land.
- (b) Sufficient land will be reserved by developers for expansion needs.
- (c) Efforts will be made to retain present uses which do or can be made to conform to project objectives and to provide land for expansion where needed. Wherever possible, future expansion and parking should take place at the rear of the plant.

In addition to the above types of sites, other areas in the project will be developed so as to make U.R. Mich. 1-4 directly accessible to Lafayette Boulevard, a major thoroughfare. Development according to these provisions will create a unified whole of the two projects.

(2) Additional Objectives for Specific Areas

Within the project, designated areas are intended to function in specific ways. Objectives governing the development of each of these areas follow, and are in addition to the General Objectives:

Area bounded by Bagley, Twelfth, former Howard and Sixteenth

- (a) The primary objective in the development of this area is to provide suitable land for use with railroad sidings. Because the amount of rail-serviced land in the vicinity is greatly limited, these parcels will be developed for rail use to the fullest extent possible. To accomplish this, lengths of track up to 1,200 feet will be provided. Uninterrupted lengths of land adjacent to the sidings will be provided in order to permit adequate dock lengths for transfer of goods from groups of rail cars brought into the sidings and to provide proper relationships between the docks and trucking areas, warehouses and offices.
- (b) A maximum floor area ratio (F.A.R.) of 1.0 is permitted.
- (c) All buildings will have a minimum setback of 15 feet from the street right-of-way line.

Area East of Twelfth

- (a) Because of the limited depth of the parcels in this area it can best be developed by smaller, intense uses which can benefit from locating on a street carrying through traffic. Appropriate uses will occupy buildings of more than one story in height and may provide better utilization of the land through the use of structure parking facilities.

- (b) A maximum floor area ratio (F.A.R.) of 3.5 is permitted. In computing the floor area ratio, parking structures will not be considered as floor areas.

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- (c) Lafayette Boulevard, in addition to providing the major vehicular access to the project, will, along with the abutting parcels create the character essential to an industrial development located near the Central Business District. To accomplish these purposes, Lafayette Boulevard and these parcels will be developed in accordance with the following objectives:

Paving will be adequate to permit movement of through traffic, at the same time allowing for heavy left turn movements into the project.

Because central area locations demand a relatively high intensity of development, large amounts of landscaped open areas are not required for each parcel in the project. Instead, most of the open space to be provided is concentrated along Lafayette Boulevard to afford the greatest impact. This will be instrumental in creating the character necessary to attract the high type of industry that will be compatible with a downtown location. In order to accomplish this objective an uninterrupted intensely planted landscaped belt will be developed as the northern periphery of Lafayette Boulevard.

No building setback is required along Lafayette because of the landscaped open space provided in the Lafayette right-of-way. All buildings will have a minimum setback of 15 feet from all other rights-of-way.

An integral part of the Lafayette Boulevard development is a visually continuous architectural element set against the belt of landscaping. This will be created by developing a uniform building line and by not permitting large spaces for parking or other purposes between the buildings. A uniform building height will be generally maintained except for sites at the intersection of Lafayette with Twelfth and Trumbull streets, where taller elements will be appropriate.

The landscaped belt will serve a second purpose in providing an area for informal outdoor passive activities for employees of the area. In keeping with the linear character of the project the greenbelt will be provided with such elements as shaded walks, outdoor seating arrangements, picnic benches for lunch time use, horse shoe, shuffle board areas, etc.,

Area West of Twelfth and South of Former Howard

- (a) Land in this area offers greater depth in combination with frontage on Lafayette Boulevard, the primary street in the project. The land will be best utilized by an intense development of commercial uses or in connection with the rail-served land to the north.
- (b) A maximum floor area ratio (F.A.R.) of 3.5 is permitted.

- (c) Lafayette Boulevard, in addition to providing the major vehicular access to the project, will along with the abutting parcels create the character essential to an industrial development located near the Central Business District. To accomplish these purposes, Lafayette Boulevard and these parcels will be developed in accordance with the following objectives:

Paving will be adequate to permit movement of through traffic, at the same time allowing for heavy left turn movements into the project.

Because central area locations demand a relatively high intensity of development, large amounts of landscaped open areas are not required for each parcel in the project. Instead, most of the open space to be provided is concentrated along Lafayette Boulevard to afford the greatest impact. This will be instrumental in creating the character necessary to attract the high type of industry that will be compatible with a downtown location.

In order to accomplish this objective an uninterrupted landscaped belt 40 feet wide will be developed as the northern periphery of Lafayette Boulevard.

No building setback is required along Lafayette because of the landscaped open space provided in the Lafayette right-of-way. All buildings will have a minimum setback of 15 feet from all other rights-of-way.

An integral part of the Lafayette Boulevard development is a visually continuous architectural element set against the belt of landscaping. This will be created by developing a uniform building line and by not permitting large spaces for parking or other purposes between the buildings. A uniform building height will be generally maintained except for sites at the intersection of Lafayette with Twelfth and Fourteenth streets, where taller elements will be appropriate.

The landscaped belt will serve a second purpose in providing an area for informal outdoor passive activities for employees of the area. In keeping with the linear character of the project the greenbelt will be provided with such elements as shaded walks, outdoor seating arrangements, picnic benches for lunch time use, horse shoe, shuffle board areas, etc.

(3) Other

Land disposition documents and deed restrictions shall include provisions necessary to achieve these objectives.

c. Duration, Renewal and Effective Date of Provisions

These provisions shall become effective upon all purchasers or lessees of the property and shall remain in effect for a period of twenty-five years from their effective date, at which time they will be automatically extended for successive periods of

ten years each, unless by written consent of the then owners of three-fourths of all of the land in the West Side Industrial Rehabilitation Project No. 2 it is agreed to change these restrictions in whole or in part, and provided such a change or changes are approved by the Common Council of the City of Detroit.

d. Applicability of Provisions

These provisions shall apply to all property within the project area which is acquired from the City of Detroit and to property not acquired by the City when the owner thereof purchases land in the project from the city.

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1. Land Acquisition

All real property within the Urban Renewal Area except for exempted parcels identified on Map R-213 (D-1a), Second Modified Land Acquisition Plan, is to be acquired for clearance and redevelopment.

2. Rehabilitation and Conservation

The City of Detroit will strive to cause the owners of the properties within the project area which are not to be acquired to meet the following rehabilitation standards:

a. Structural Improvements

- (1) All broken, missing and dilapidated building components must be repaired or replaced.
- (2) All deficient buildings, out-buildings, and additions must be removed or rehabilitated to project standards.
- (3) Unsightly wall surfaces must be cleaned or renewed.

b. Site Improvements

- (1) Adequate off-street parking must be provided, to meet redevelopment parking standards. Present parking facilities must be paved to meet project objectives.
- (2) Adequate off-street loading facilities must be provided on the site.
- (3) Adequate landscaping must be provided where setback areas exist or where they can be created in order to screen the parking and in order to enhance the structures.
- (4) All open storage must be screened and free of noxious characteristics (odor, smoke, dust, etc.). No open-air fabrication or conversion shall be allowed.
- (5) All sidewalks, drives and parking surfaces shall be paved and properly arranged for functional use and to provide least interference with through traffic.

3. Redevelopers' Obligations

The land acquired by the City of Detroit will be disposed of subject to an agreement between the City and the Redeveloper.

Review of redevelopers' plans will consider that:

- a. Land disposition documents will incorporate provisions for achieving all elements of the Second Modified Development Plan, through the use of:

fixed price with bidding on-other-than-price basis where such as the

following are determining factors,

- (1) best employment ratio;

- (2) most favorable tax returns to the City of Detroit;
- (3) enlargement of diversity of industrial base;
- (4) highest benefit to downtown area; and
- (5) the design objectives of the Urban Renewal Plan; or

negotiated disposal for private redevelopment where the criteria set forth above in the fixed price method are utilized and the following are determining factors:

- (1) sale to owner of abutting property;
- (2) sale to minimize severance damages; or
- (3) sale to straighten or adjust property lines; or

other means which will assure the attainment of the Urban Renewal Plan Objectives.

- b. Land disposition documents will spell out in detail the criteria to be met in order to achieve the Urban Renewal Plan Objectives.
- c. Land disposition documents will also include provisions for insuring initiation and completion of construction within a reasonable period of time after the effective date of contract, as determined by the type of redevelopment to be undertaken.
- d. Land disposition documents shall also include a specific Declaration of Restrictions to be recorded and binding upon any sale or lease for the purpose of implementing those provisions, requirements, and development and design objectives which apply throughout the project.

4. Underground Utilities

All utility equipment shall be located underground or enclosed entirely within a building; except for necessary above ground equipment associated with underground utilities, and equipment necessary to continue service to present uses remaining in the area.

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1. Relocation Plan

The Relocation Plan more specifically entitled Relocation Program, West Side Industrial Rehabilitation Project No. 2 Michigan R-97, and attached hereto, is hereby made a part of the Second Modified Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended.

2. Estimated Costs of Improvements

The Estimated Costs of Public Improvements to be made within the project detailed on the attached Form H-6200, Project Cost Estimate and Financing Plan and Form H-6220, Project Expenditures Budget, are hereby made a part of the Second Modified Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended.

3. Estimated Extent of Improvements

The Estimated Extent of Improvements, Urban Renewal Administration Code R-224 maps, are hereby made a part of the Second Modified Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended, and show the work to be performed by various city departments with exact locations and extent of improvements shown for tentative and diagrammatic purposes only.

4. Right-of-Way Adjustment Plan

Map R-213 (E) entitled Second Modified Right-of-Way Adjustment Plan shows:

- a. Streets and alleys to be retained.
- b. Streets and alleys to be dedicated.
- c. Streets and alleys to be vacated.
- d. Easements for subsurface utilities.

This is hereby made a part of the Second Modified Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended.

5. Zoning and District Plans

The Second Modified Zoning Plan and the Second Modified District Plan are hereby made a part of the Second Modified Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended.

R-213 (F) -- PROCEDURES FOR CHANGES IN THE APPROVED PLAN

If previous to the lease, sale or exchange of any real property in the development area, the Common Council of the City of Detroit desires to modify the Development Plan, it shall hold a public hearing thereon, notice of such hearing to be given as provided in state law. If the modification be approved by the Common Council, it shall become a part of the approved Development Plan.

The part of a development plan which directly applies to a parcel of real property in the area, may be modified by the Common Council at any time or times after transfer or lease or sale of the parcel of real property in the area provided that the modification be consented to by the lessee or purchaser.